this morning upon another perfect day. All the weather-wise old inhabitants, all the water men who are deeply versed in winds and weather, were anxiously consulted as to the prospects. They cocked their eyes up at all four corners of the heavens, spat upon their hands and held them up for a possible breeze, and then announced that the day would be fair. So the little band of students from Columbia, Cornell and Pennsylvania that had stayed up all night so as to make sure of weather breathed more easily and taiked of taking a nap. There were vague rumers that in the small hours of the night there had been a "scrap" between some over-lusty Columbia and Cornell undergraduates, but when morning came there were no signs of enmity. and the innkeepers declared that there had never been a better behaved crowd in town.

The early trains and boat brought people from north and south, and every hour saw the streets more thronged. The race was not scheduled until early evening, but the long June day did not seem to pall on any one. There was plenty to do. In the first place, the jolly freshmen from Ithaca had to tell over again, and with graphic details, to all their friends and to one another the story of their great victory. And the Columbia and Quaker freshmen were of course obliged to explain with elaborate gesture and earnest plea just why it was that their crews were behind instead of in front. "How immensely clever we all are, any way, and how stupid it would be to be anybody else," was the refrain of all the little freshies, and they sounded for all the world like the famous bandarlog of the "Jungle Stories."

#### TALES OF FORMER RACES.

But then freshmen are privileged and, moreover, have more to be happy over than most people. Old grads.-"hoary heads" is the term usually applied to them-were also greatly in evidence, and it was incumbent upon them to gather an admiring circle and tell of those good old days beside which the races of the day are tame affairs; of those gallant oarsmen who sat in boats decades ago, and who could row about a mile a minute with ease. The old grad, is a privileged character, too, and must be borne with patience. Besides which it is not so bad if you get on the fringe of the circle, so that you can steal away, if need be, at the fifth

As the morning were on parties were formed to go down to the river and make a periodical inspection of the course. They invariably reported that it was still there, and as the wind also kept away joy continued unabated. Light gauzy clouds stretched themselves now and then across the face of the sun, but as the ferry captain said, "Now, them ain't got no wind in 'em." The Nelson House was thronged all day, and the men and youths trod on one another's toes with good-natured abandon. As the hours neared the meridian the press grew closer. No crowd, however, 's worthy the name until it begins to "sway and surge with excitement." About 2 p. m. the Nelson House crowd reached that stage and "swayed and surged" all the rest of the afternoon.

#### MONEY WON AND LOST.

The betting was pretty lively at times. Last night the Columbia adherents (whom most people up this way consider to be possessed of barrels of money, because they come from New York) dropped about \$4,000 on the performance of their freshmen. Some say \$5,000. No one knows just how much except the losers, and they won't tell. At any rate it was a tidy little sum, and the Columbia men were therefore rather "cagey" as to further wagers. They were willing to back their 'varsity even against the lanky Westerners from the Badger State but when it came to wagering with Cornell or Pennsylvania men, the New-Yorkers were more discreet. Plenty of Quaker money turned up even against Cornell, despite the opinion that was growing in favor of Courtney's men. And so confident were both the Pennsylvania and Cornell men that some of them gave even money on their eights against the field. Bets of this kind were rather eagerly snapped up by what "sports" there were here, for there are many chances for luck affecting the result with four crews in one race. Cornell's chances were favorably affected, it was thought by bettors, through her luck in drawing the outside course. Cornell has had this course several times before, and has won. But it was Coach Courtney who was foremost in urging that this year the races be rowed further out in the river, so as to give advantage to none of the crews. As his advice was not followed, no one can complain, because his crew may have profited by the re-

in the billiard room of the Nelson House, where, under the stern eye of a heavy-handed guardian of the peace in blue uniform, a flourishing business was done. A brokerage of \$1 was charged on all wagers up to \$20, and over that the fee was 5 per cent. About 4 o'clock, the exodus across the river began, and by 5 o'clock the streets of the city seemed completely deserted.

#### DETAILS OF 'VARSITY RACE.

The observation train that lay all the early afternoon like a dull brown chrysalis along the western bank of the river, blossomed out into a brilliant butterfly about 4 o'clock, and an hour later had its wings spread in gorgeous array. There were Cornell cars, all red and white; Quaker cars, robed not in sombre gray, but in gaudy red and blue; Columbia cohorts clad in light plue and white, and here and there the waters were crowded with rainbow-hued craft. | water! Yachts with lots of brass and dingy tugs with no brass at all; tall, white excursion steamers from up and down the river and little puffing naphtha launches, all bustled around together. while innumerable little rowboats darted to and fro just from under the paddle wheels.

On the Poughkeepsie side of the river, the high, steep banks that had been yellow and sunscorched were blotted out of sight and covered with the thousands who were content to witness the struggle from a free grandstand, even if it

was across the river from the course. On the big bridge a fireworks company fired off big salutes in preparation for the signals that it intended to give later. The long bright line that was known as the observation train started up the river at 5:30 p. m., and the cheers broke out with vigor. There were songs, too. The Quakers warbled "Glory, Glory, Pennsylvania," not knowing the real glory that was in store. Half way up the Quaker crew was passed seated in its launch on the way up the river, the men brown and swarthy, but handsome enough to call forth ecstatic cheers from the moving grand stand.

#### BEAUTIFUL SCENE AT START.

The scene at the starting point, which was

WALTHAM WATCHES

The best and most reliable timekeepers

made in this country or in any other.

The "Riverside" (means movement is jeweled

throughout with rubies and sapphires.

and the weather-old browns and reds and grays eat away Wisconsin's lead. Past the two-mile of the battered canal boats harmonized like a flag now, and Pennsylvania sprinted again, and painting against the dark greens on the banks. left Cornell behind with a rush, coming up al-The brightness was gone out of the sun and had left the water full of delicate flashes of red hit up the pace too, and made their lead strong and blue and opal-like tints. The stake boats again. moored at the starting points wung lazily with the tide, and the spars and flags of the referee's yacht shone back from the water, "a painted ship upon a painted ocean." The quiet was broken only by the current of jovial song or burst of cheering now and then, and by the murmur of the watchers or the lapping mutter of the water against the rocks. It was 6:45 p. m. when the four crews, after what seemed like an age of waiting, rowed up to the starting point and took their positions. Wisconsin was nearest the west bank. Pennsylvania next, then Columbia, and finally Cornell, far out in midstream. The cheering was terrific as the thirty-two broad backs bent forward to the racing reach. A crack from the referee's pistol, and the crews were off, Pennsylvania in the lead, but Cornell with a poor start. In less than half a minute, however, it was seen that the Wisconsin men were not rowing, and a chorus of whistles and shricks rose from the referee's yacht and the launches to signal to the other crews to stop. Cornell was last to hear and obey the summons to return, and she had gone almost a quarter of a mile. It seems that No. 2 in the Wisconsin shell had slipped his slide, and so the race had been stopped.

#### CALLED BACK A SECOND TIME.

The damage was repaired, and the four shells paddled back to the stakeboats for a fresh start. The spectators, who had been nerved for the races, had then been suddenly let down by the false start, took a long breath and hoped for no more mishaps. The second time Referee Armstrong took unusual care, and all seemed ready. Again the pistol sounded, and the crews sprang away. Wisconsin's boat gave a great leap forward, and a shout went up from the scarlet-hued rooters. Then for a second time the signal to stop was sounded, and the crews were dragged back for third trial. This second time it was Columbia that was in trouble; no one knew just what. As the shells turned to go back to the stakeboats for the third time they appeared just a bit weary. It must have been trying on the men's nerves, as it certainly was on those of the eager spectators.

Just as the eight paddled back a big passenger night boat of the Baldwin Line from Kingston appeared paddling swiftly down the river. A tiny police boat, which the Baldwin could have run over without a quiver, bustled up the river and put a spoke in her wheels, so to speak. The Baldwin had due reverence for the law, and waited till the race was started. It was 7:05 o'clock when the race was finally started, but the delay was more than atoned for by the swiftness of the sport. Cornell got a fine start this time, and the Ithacans were much pleased. The Quakers also hit it up at a fast clip, about thirty-seven to the minute, but it was Wisconsin that took the lead, and took it with a dash and confidence that amazed the onlookers. In the first two hundred yards the Westerners had jumped clean to the front, and their lead was plain and startling to behold. "Ha! ha!" laughed the Cornells, "Wisconsin is going to wear herself out in the first quarter of a mile. She won't be

#### CORNELL MAKES A SPURT.

The Badger State oarsmen were certainly rowing at a terrific clip, but were doing it without hurting themselves. At the quarter-mile point they were a length ahead, and eyes were opening wider all the time. Behind Wisconsin by a length was Pennsylvania; then came Columbia. had swung out of its course by fifty yards. and at the 440-yard point Cornell was fourth. "The race is young yet," said the hopeful Ithacans, "Cornell will play tag in a minute," but nevertheless they hated, just for the looks of the thing, to see Cornell at the rear. At the up that stupendous and powerful stroke, but had dropped to thirty-four to the minute. Cornell had let out a link, and was coming up fast on the leaders. In fact, in another quarter of a poked the nose of her shell even with the Penn-

It had thus far been a neck-and-neck struggle for all the crews, but as they bore down on the mile stake predictions were plenty that the winner would dash to the front and the race be settled. Cornell men were particularly complacent, Wagers on all sorts of propositions were laid for their craft had now taken a slight lead, and they said it was the beginning of the end. Wisconsin was only a few inches behind, however, while, with the race one-quarter over, Columbia was in third place and the Quakers were still lagging serenely in the rear. But at the mile and-a-quarter post the Philadelphians decided to belie their lovely city and "get a gait on." They started off on a lively one, and for a time it was a pretty race with Columbia, who held on like grim death. The pace was too hot for the boys from New-York, and in a moment more their hoat took a heavy slump and fell to the rear. There it stayed, and before the two-mile flag was reached the Blue and White was practically out of the running. The mile-and-a-half point was close at hand, and the Wisconsin's stroke took the bit in his teeth and bolted. His team all followed him, and in a jiffy they had spurted to the front again. How those lanky flaming scarlet of the Wisconsin shouters. At shoulders heaved, and how the Wisconsin boat first the train lay opposite the finish, where the leaped like a live thing through the shadowy

# CORNELL MEN LOSE HOPE.

There were other spurters too, Pennsylvania Average weight of eight men on crew, 19.20.

Average age of eight men on crew, 21.5 years. took a turn at it and dashed up even with The Ithacans were weakening, and Wisconsin had both them and the Quakers headed by a length. But Columbia was a boat length of clear water behind Cornell, and dropping back with every stroke. The two-mile flag was coming up rapidly. The race was almost half over, and the winner of the race was yet a mystery. It had been a dingdong neck-andneck struggle for the two miles, every gain fought out inch by inch, and every loss yielded up only with the most obstinate tenacity. "Wisconsin has sprinted twice, and will be done for in a minute" whispered the Cornell men to one another, but the wish was father to the thought, | N and a dismal, wretched fear of defeat was beginning to take root in the breast of the men from classic Ithaca. The Quaker shouters had been pretty well satisfied with the work of their The Red and Blue eight had taken things fairly easily, had made their way up even with Cornell, and were clearly doing cleaner, snappier work than their old-time rivals. The mile flag was abreast of the crews now, and the raucous-voiced coxswains, howling reached a little after 6 o'clock, was quietly through megaphones strapped tight to their beautiful. Overhead the sun, though low in the lips, called frantically for spurts. Cornell rewest, was still bright through fleeting clouds. sponded bravely, and so did Pennsylvania. But

On the east side of the river a fleet of canal there was more life in Pennsylvania's work. boats was being towed slowly up the stream. The Quakers crawled up steadily, and began to most even to Wisconsin. But the Westerners

#### STRUGGLE OF THE LEADERS.

A quarter of a mile past the two-mile post had been rowed, and people began to look forward to the end. It was becoming plain that Cornell as well as Columbia was defeated, and that the honors lay between Wisconsin and Old Penn. And the onlookers gazed forward to the gigantic struggle that would take place between these two sets of husky athletes, neither whom were noted for their form, but both for their great power. The Wisconsin shell, which the critics said would roll all over the place, was travelling as steady as a coal barge, and about a thousand times as fast. There was no checking between strokes at all. But Cornell was rowing sluggishly. "That isn't Cornell." wailed the Ithacan men when they looked at their shell dropping behind the leading two; but the Cornell boat certainly bolted perceptibly between strokes-a fault unheard of with Cornell eights. The spectral shadow of the great bridge began to cast lines across the darkening waters, and the crews raced forward under the broad arches. Pennsylvania was doing superb work, and leaving Cornell now rapidly behind.

Cornell, and the wearers of the Red and White felt hope sink within them. Columbia had already given herself over to a gentle melancholy, as the Blue and White crew were three lengths behind Cornell.

Great salvos thundered from the bridge and met and broke the echoes that were resounding them.

from the frantic cheers of the collegians. A mile below the bridge, the people at the finish were preparing to hall the victor, but who the victor should be still lay unravelled in the loom

#### LEADERS ON EVEN TERMS.

A shout from train and shore alike, and the oarsmen dimly heard and knew that they had entered upon the fourth and last mile of the great race. Wisconsin was still leading, plucky, valiant and enduring, but Pennsylvania had crept up a quarter-length. Cornell had a full length of clear water ahead of her, but she bravely tried to win it away. A spurt was called for, but the life was not enough to cut down the lead of those two fighters. The two leaders shot by the three-and-one-half-mile post, and at this precise moment Pennsylvania swung on even terms with Wisconsin. A mighty shout went up from the Quaker lads aboard the train, but some people turned away. There is real excitement in a struggle like this when your brother or son may be toiling like a hero out there in a frail shell with seven other heroes, and some of the sisters and mothers had to look away for relief.

The sun had set behind the high banks on the west and the water was full of dark shadows. The tracery of the spars and masts on the craft that lay near the finish seemed weird and distorted as they struck the water. All this, and perhaps a little of the excitement of the race, struck deep into the soul of the Wisconsin coxswain. At any rate, just as the two leaders, nip and tuck, entered the last quarter-mile of the course, the victory almost in the grasp of either, the Western coxswain veered gradually to the right, but swung out of his course. The boats that were crowded thickly about made a line for the speedy crew, and the oarsmen probably never knew the difference. But the crew

Another burst of cheers from the Red and Blue, and it was seen that the Quaker boat was just a trifle to the fore. It was growing dusky, and perhaps the Pennsylvania rooters had deceived themselves in their hope. But no; the first half-mile flag Wisconsin was still keeping darker wood of Pennsylvania's shell showed a

# THE STRUGGLE ENDED.

Would they keep it? The thousands on river and shore who surmised the fact even though up on even terms with Wisconsin, and Columbia they did not know waited breathlessly for the heaves of those weighty shoulders, and it would be over. A last appeal was shouted out to their struggling fellows by the Wisconsin watchers. But it was too late. Boom, the finish gun roared out, and the victory was Pennsylvania's. The defeat was Wisconsin's, but it was a glorious defeat, and one that will be borne in mind as an achievement long after the memory of other victories has died away.

Cornell crossed the line five lengths or more behind Wisconsin, and Columbia four behind the Ithacans. The makeup of crews was as fol-

# UNIVERSITY OF WISCONSIN.

	Position. Name, Age.	Welg
		155
	No. 2. J. I. Lymap	154
	No. 3 1 Mather 20	160
	No. 4 8 C. Weish	177
	No. 5	167
		168
	No. 7 A. R. Anderson	172
		164
		100
		141
		150
	Average age of eight men on these, which	
	UNIVERSITY OF PENNSYLVANIA	١.
	Bow L. Kintzing	3,56
		162
		15
		164
6	No. 5 A. H. Flickwir 20	170
М		16
	No. 7J. H. Hall	10
		138
		100
		15
		156
gl	Average weight of eight men on crew, 160.25.	

CORNELL.	
Bow. S. W. Hartley   20	
COLUMBIA.	
Bow H. Thomas	1

Average age of eight men on crew, 21.25 years.	
ow         H. Thomas         23           0. 2         A. N. Lawrence, Jr.         20           0. 3         C. G. Meyer         19           0. 4         L. Le Prince         22           0. 5         S. P. Naeh         19           0. 6         J. W. MacKay         22           0. 7         O. W. Erdal         21           troke         B. M. Falconer         13           oxswmin         M. G. Bogue         13           A Verrage weight of eight men on crew. 164 S.         Average age of eight men on crew. 20.02 years.	153 153 173 165 169 161 172 170 110

According to the rules of the association, no graduate of a college whose crew is to compete in the races may be either the referee, or the judge at the finish. It will be noted accordingly that the referee is Richard Armstrong, an old Yale 'varsity captain, and the judge at the finish is Evert Jansen Wendel, of Harvard. The other officials are: Official timekeeper, Frederick R. Fortmeyer; college timekeepers, for Columbia, Dr. Walter B. Peet; Cornell, F. D. Colson; Pennsylvania, Louis C. Madelin, Jr.; Wisconsin, A. M. O'Dea, Judges on referee's launch—Columbia, W. A. Meikleham; Cornell, F. G. Schofield, Pennsylvania, Reginald L. Hart; Wisconsin, W. P. Hirshberg, Judges at the finish representing the contesting crews—Columbia, Robert Maciay; Cornell, H. S. Howland; Pennsylvania, F. F. Hallwell; Wisconsin, E. C. Haskins. According to the rules of the association, no gradu

#### COXSWAIN NOT TO BLAME. CAUSE OF THE SWERVE MADE BY THE WISCON. SIN EIGHT.

Poughkeepsie, N. Y., June 27.-The Wisconsin eight were unanimous to-night in relieving their coxswain from all blame for steering them out of their course. The little steersman himself I co Dillen, felt much depressed over the matter, although he made a good defence for his action

"Just as we were passing under the big ordge."
he said. "I noticed a large berry cra. floating right ahead of us, hard on our port bow. In a few seconds we would have struck it, and in order to seconds we would rave struck it, and in order to avoid a disastrous collision. I veered sharply toward the shore, going so far out of our course that a realized that if I were to attempt to get back again, the movement would probably cost us the annual struck of the s

The Pennsylvania 'varsity crew to-night elected J. B. Snover, '60, who rowed No. 4 this year, captain of next year's 'varsity. Columbia re-elected J. W. Mackay, '00, captain. Cornell and Wisconsin held no election.

CELEBRATING THE VICTORY. HONORS PAID TO WISCONSIN'S PLUCKY CREW-CORNELL HAS NO EX-

CUSES TO MAKE. Poughkeepsle, N. Y., June 27 (Special).-The Pennsylvania and the Wisconsin men share the town between them to-night. It is just about a fair division, and everybody seems happy. The wonderful race that the Westerners rowed has brought to them plaudits from every quarter, and they are just a little puzzled as to what to do with their success. They are learning quickly, however, under the tutorship of the Quakers, and the streets are full of the sound of new-fangled songs from Wisconsin and the bursting of bombs in honor of the race. Scarlet fire is being burned for the benefit of the Western visitors, and early in the evening there was a real fire, but it was readily put out. Coach McConville, who turned out the Wis

consin crew, told a Tribune correspondent that he was proud of the work of his men. The next year, he said, he hoped that they would come East again, and not only win a name as plucky oarsmen, but carry the laurel of victory back

# GREAT ENTHUSIASM OVER THE VICTORY AT

POUGHKEEPSIE. Philadelphia, June 27.-There was great jubilation

here to-night over the University of Pennsylvania victory in the boat race at Poughkeepsie. Much interest was shown in the contest, the newspaper bulletin boards being surrounded by large crowds eager to learn the result of the race. In nearly all the clubs, and especially at the University Club, there was great enthusiasm at the outcome. Much credit is given to Ellis Ward, the Pennsylvania ch for landing the crew a winner in two successive years of the intercollegiate annual boat rac Messages of congratulation were sent by a number of the Pennsylvania alumni to Ward and the crew. All university men of any prominence are at Poughkeepsie, and no expression of opinion could be had to-night on the victory of the Quakers. The winning of the four-oared shell race with Cornell yesterday and to-day's victory is considered quite a feat, and a royal reception awaits the crews on their arrival home.

BIG CROWDS AT THE BULLETIN BOARDS. That there was a spirit of sport in the air was shown yesterday afternoon by the large number of people around the tickers and bulletin boards down-There are many at these points every day. watching the returns from the baseball games. The nlookers, however, lingered yesterday long after the scores were all in, waiting for the returns from Cornell was the general favorite in Foughkeepsie. the little betting that was done, although local pride made itself feit whenever the name of Columoia was mentioned. Soon after 7 o'clock the anuncement was flashed over the wire that Columbia had won, and this announcement was quickly posted in conspicuous places throughout the city. The announcement created much enthusiasm. When the correction came in later that Pennsylvania had won the onlookers accepted the defeat with as good grace as possible. Next to Columbia local sympathy was strongly in favor of Cornell.

#### PRACTICE ON THE THAMES. ONLY LIGHT WORK DONE BY HARVARD AND YALE -BOTH CREWS IN FINE CONDITION.

Gale's Ferry, Conn., June 27 (Special).-The Har ard and Yale crews did only light practice to-day. The Harvard 'varsity eight was on the water about three-quarters of an hour this morning, coached by Mr. Mumford. The old Davy shell, in which the race will be rowed, was used. The usual evening work was devoid of special features. The Harvard freshman eight rowed over the two-mile course freshman eight rowed over the two-mile course for the first time this morning. Helped by the flood tide and a favorable breeze, they did the two miles in 10:28, which is considered good work. The Yale launch followed the Harvard freshmen and took the time. Harvard's four did not go on the water. Kernan, who rows at No. 3, being a trife indisposed. The Yale varsity crew practised racing starts, and did several light stretches. The Yale freshmen rowed a few miles in fine form. Light work will be done to-morrow.

freshmen rowed a few miles in fine form. Light work will be done to-morrow.

All the crews are now apparently in splendid condition for the races on Thursday. The arrangements are all completed, and the races will be rowed on schedule time unless bad weather prevents. New-London Harbor is already filling up with the yachting fleet, about a dozen arrivals being noticed this evening. To-morrow night there will be a display of fireworks from barges anchored in the lower river, furnished by the New-London Board of Trade Regatta Committee. The yachts and hotels and cottages along the shore will aid in the illumination. aid in the illumination.

FAST TIME BY CANADIAN OARSMEN. Henley, England, June 27.-The Canadian four went over the course on trial to-day in 3 minutes 50 seconds, the best time thus far made.

# THE CANAL INVESTIGATION.

NO REPORT YET MADE BY THE LAWYERS AP-POINTED TO EXAMINE THE EVIDENCE.

Albany, June 27 (Special) .- It was said to-night that the three lawyers who have been examining the evidence taken by the Canal Commission regarding the conduct of George W. Aldridge, the former Superintendent of Public Works, and Campbell W. Adams, the former State Engineer, have not yet made their report.

These lawyers are Austen G. Fox and Wallace Macfarlane, of New-York, and Benjamin Shove, of Syracuse. The Attorney-General said a few days

port for publication.

Governor Roosevelt is in the West, but William J. Youngs, his private secretary, said to-day that he might be here on Thursday. It is possible that at that time Governor Roosevelt may meet the canal counsel. The Attorney-General said further in taking about his matter that he did not believe any of the counsel had disclosed to newspaper men yet what the nature of their report would be.

# THE KENTUCKY FEUD.

#### NO TRUTH IN THE STORY THAT SHERIFF WHITE WAS SHOT AND KILLED-GOVERNOR FAVORS SPECIAL SESSION.

London, Ky., June 27 (Special).-Word comes from

Manchester through trustworthy sources that Sheriff "Bev" White was not killed there last night, as had been reported. He was seen this morning, and there has been no trouble with A. B. Hampton. who was said to have done the shooting. Sheriff White has tried to create the impression on Govlature is needed; that he is willing to enforce the law, and that the conditions are not nearly so bad in Clay County as they have been painted by Judge Eversole, who told Governor Bradley that a state of anarchy existed in the county.

White has disbanded his numerous deputies and has sent some of the more dangerous men away, three of them going to Cincinnati. He denies that there was any attempt by any of his friends to harm Edward Garral, and he says that "Bev" Baker, who came here last night and said he was fired on from ambush, is mistaken. He declares no

fired on from ambush, is mistaken. He declares no one tried to harm Baker; that it was some person shooting squirrels, and a bullet happened to go close to Baker's house.

Adjutant-General Collier, in an interview tonight, says that Governor Bradley is really in favor of cailing the Legislature together in extra session, providing the Democratic members will sign a written agreement to not take the case of Clay County into politics. The majority of the Legislature are Democratic and as Clay County is Republican by a thousand majority, the Governor fears the Democratis will gerrymander the county by giving certain parts to adjoining counties in such a way as to give the Democrats the best of the division.

# THE NIPPON MARU AT SAN FRANCISCO.

BELIEF THAT THERE ARE NO CASES OF BUBONIC PLAGUE ABOARD.

San Francisco, June 27.—The steamer Nippon Maru, which was held at Honolulu on account of the rumored death of a passenger from the bubonic plague, arrived here to-day and was ordered to the

# COLUMBIA'S SECOND TRIAL.

YACHTSMEN NOT SO ENTHUSIASTIC OVER HER SAILING.

IN A WHOLESAIL BREEZE SHE GAINED LITTLE OVER THE SWIFT OLD DE-

FENDER-MR. ISELIN SATISFIED. Newport, R. I., June 27 .- The yachtsmen who saw the brushes between the new sloop yacht Columbia and the Defender, the champion of 1895, to-day, are not so enthusiastic this evening over the speed of the new boat as they were after the short skirmish off Jamestown on Sunday forenoon. To-day the two great racers met under different conditions than those which prevailed in the first trying-out. Instead of a light air which scarcely heeled the two boats, the wind to-day was a good wholesail breeze from the southwest, which compelled the crews of the racers to lie out to windward in real racing fashion, and under these conditions the Defender made a most excellent showing, and her performance this afternoon somewhat depressed the

owners and admirers of the Columbia. This morning both boats sailed dead to windward for ten miles from Brenton's Reef Lightship, and allowing for the lead which the Columbia had for the start, the new sloop gained about one and one-half minutes in fully one hour and a quarter of steady sailing under equal conditions. During the morning's brush the Defender held her own in the short reach toward Point Judith, with booms third out. This afternoon the try-out revealed the fact that the Columbia, in her present condition, is not going to have an easy time with the older boat when they get together over the measured course and with a stiff breeze blowing. Yachtsmen and others, however, need not worry about the Columbla's speed, for she is a very fast craft, and the tuning up that she will get between now and Ocober will certainly make her a fit boat to meet the British challenger Shamrock under any conditions. A STRONG BREEZE FROM SOUTHWEST.

This afternoon's skirmish was started on equal terms, with a strong breeze blowing from the southwest, a fairly smooth sea, and no yachts to bother either boat. The racers started side by side, the Defender to the windward about a hundred yards away, and after beating out to sea for about four miles in a direct line from Brenton's Reef Lightship, or about six miles, tack and tack, the Columbia gained about twenty seconds, not enough to prevent the Defender from forcing her about had Captain Rhodes desired to claim that right. The Defender had the right of way on the Columbia, and had she not relinquished this, to serve as an illustration of how close the two boats were to each other, Captain Rhodes's yacht would have met the Columbia just about amidships. A few seconds before, however, the Columbia parted her topsail sheet, and seeing this the Defender eased up, and the race was over. The parting of the topsail sheet on the Columbia

caused a tear in the canvas, but the hole was not a large one, and can be quickly repaired. the Columbia and the Defender will start for New-London to-morrow morning, and will undoubtedly race all the way. Mr. Iselin suld, however, that the chances of a race depended considerably upon the weather and whether the topsail could be paired in time, otherwise the Columbia would go over under easy sail. After the race Mr. Iselin expressed himself as fully satisfied with the Columbia, and said he would be content if she could beat the Defender five minutes in a thirty-CONDITIONS FAVORED A RACE.

#### The two boats had about as good a race as they

could have without going over a measured course both carried mainsail, forestaysail, jib and working topsails, and for an equal length of time the two sed small jibtopsails. The steady southwest breeze was just strong enough to heel the boats prettily. The only difference in conditions under which they sailed was that the Columbia had a small tender to windward of her stern, while the Defender had hers lashed amidships on deck. The racers beat to windward in a general southwesterly direction

hers lashed amidships on deca. It is a several to windward in a general southwesterly direction for almost two hours, and during that time they travelled fully ten miles toward Block Island from Brenton's Reef, and when sheets were eased off for the run back to Newport, the Columbia was between two and three minutes in the lead.

At 12:30 the Defender gybed the boom over to starboard, and swinging about, headed for home. The Columbia following suit a few seconds later, started after the Defender, her position at that time being to windward about an eighth of a mile away. On the reach-over toward Point Judith, the Defender held her own very well, and it was a question for a few minutes if she was not travelling a bit faster. The wind began to die down about this time and Mr. Iselin decided that if the Columbia's crew was going to get back to Newport in time for dinner he must square away. At 1 o'clock the helm was put amidships and the Columbia's crew began to get the long spinnaker boom ready. In a few minutes the pole was swing out into place on the port side. The great white spinnaker had been sent aloft meantime, and when everything was ready a pull on the tackle broke out a rouple of stops and the wind catching in the canvas, spread the enormous sail for the first time. Despite the fact that pull on the tackle broke out a couple of stops and the wind catching in the canwas, spread the enormous sail for the first time. Despite the fact that the breeze had fallen off considerably, the Columbia took a jump and travelled along at ten knots an hour under the great spread of canvas.

The spinnaker was used but a few minutes, and orders were given to take it in, and, although the crew had not had any practice with the spinnaker, it was down and the boom on deck in three minutes and ten seconds from the time the order was given.

The Defender did not run back to Newport with the Columbia, but remained outside, cruising up and down.

and down.
Captain Barr steered the Columbia, and Captain
Rhodes was at the Defender's wheel.
After the day's racing, Mr. Iselin said:
"I am perfectly satisfied with to-day's trials,
to the tonsail. If the but regret the accident to the topsail. If the Columbia can beat the Defender four or five

minutes over a thirty-mile course, we shall be perfectly satisfied with her. It is all we expect. The race for the New-York Yacht Club's \$250 cup will take place on Thursday, July 6, off Sandy Hook.

#### SHAMROCK'S STRENGTH AND LIGHTNESS HER DECK COMPOSED OF SHEETS OF ALUMINUM London, June 27 .- It is said in authoritative cir-

cles that the alloy of which the Shamrock is cor structed above the water line is somposed of three parts aluminum and one part nickel. Her deck is also said to be constructed of sheets of the same metal three-sixteenths of an inch thick, thus effecting a saving of about two tons in the weight of the deck alone and stiffening the yacht's hull more effectively than could be accomplished with wood. It is considered that yesterday's accident proved the strength of the metal, for while the force of the impact was enough to swing the yacht around about four points, the only damage done to her by the vessel which struck the Shamrock was a dent about half an inch deep, with no sign of crackling on the surface of the metal.

The Shamrock's mast was stepped to-day, and the fitting of her spars and standing and running gear is proceeding rapidly. The length of her lower mast is given as 105 feet, her topmast is said to measure 70 feet, and it is reported that her boom is

measure 70 feet, and it is reported that her boom is 110 feet long.

A new plate has been inserted in place of the one damaged at the launch yesterday.

The cup challenger started for Southampton today. Numbers of people visited the West India docks to-day for the purpose of seeing her, but only those in possession of permits were allowed to inspect the yacht closely. Among those who visited the cup challenger to-day was Lord Dunraven.

The officers and crew of the Shamrock, numbering in all about forty men, now have complete charge of the vessel.

#### RACES FOR SEAWANHAKA CUP. Montreal, June 27 .- By mutual agreement between the Seawanhaka and the Royal St. Lawrence Yacht clubs, the dates of the races for the Seawanhaka Cup have been changed to begin on Thursday, July 37, instead of Wednesday, July 26.

COLUMBIA-DEFENDER RACE POSTPONED. J. V. S. Oddie, secretary of the New-York Yacht Club, was seen yesterday about the race between the Columbia and Defender that was fixed originally for July 1 off Sandy Hook. Mr. Oddie said "Mr. Iselin was prepared to sail the Columbia-

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TO APPEAL TO THE LEGISLATURE.

THE RAPID TRANSIT COMMISSION WILL ASK THAT TAMMANY'S POWER TO OBSTRUCT THE TUNNEL PROJ. ECT BE DESTROYED.

The Rapid Transit Commission will not meet

his week, for the reason that it has no business Owing solely to the obstructive attitude of the Tammany administration further progress in the tunnel project is impossible now. The memorial to the Mayor asking him to indicate the policy of his administration toward the scheme, which was sent to him several weeks ago, remains which was sent to him several weeks ago, remains unacknowledged, while the Corporation Counsel continues to the the hands of the Commission by neglecting to pass upon the form of the contract. Although the Commission is compelled for the present to remain inactive it is understood that it has resolved on a definite programme, which involves a plan to divest the Mayor and other Tammany efficials of all authority over rapid transit in this city. The Board proposes to appeal to the Legislature for relief from further opposition on the part of Tammany, by urging that a bill be passed authorizing the Commission to begin the construction of the road immediately. The Gov-Legislature for relief from further opposition on the part of Tammany, by urging that a bill be passed authorizing the Commission to begin the construction of the road immediately. The Governor is said to favor such a measure, and the last pretext which the present administration has fallen back upon to justify its enmity toward the Board will shortly be removed, when the 1839 assessments will show that the debt limit question is no longer a factor in the rapid transit situation.

GOEBEL NOMINATED FOR GOVERNOR.

END OF THE LONG AND BITTER FIGHT IN KEN-TUCKV'S DEMOCRATIC CONVENTION

Louisville, Ky., June 27.-William Goebel, who has ruled the Democratic State Convention with an iron hand since it assembled nearly a week ago. was nominated for Governor on the twenty-sixth ballot to-night, after a contest unparalleled in this bailot to-night, after a contest unparalleled in this State for bitterness and determination, and, on the part of the winner, for skilful manipulation.

The Goebel forces held the opposition closely down to business all day, forcing continuous balloting, defeating them when they showed signs of weakness and sought a sine-die adjournment compelling a vote on a proposition to drop the last man on each ballot after the twenty-fifth, and came out of the final trial of strength shortly after 10 o'clock to-night with colors flying. Stone was dropped on the twenty-fifth ballot, and Hardin proved unable to control enough Stone votes to win.

The convention adjourned until 10 o'clock to-morrow morning, when the ticket will be completed.

RECIPROCITY TREATY WITH BERMUDA.

THE COMMISSIONERS TAKE A DRAFT HOME FOR SUBMISSION TO THEIR LEGISLATURE.

Washington, June 27 .- A reciprocity treaty relating to the British West Indian colony of Bermuda has been concluded, and the Bermuda Commission which is to be submitted to the Bermuda Legis-lature before being finally signed on behalf of the two Governments by Commissioner Kasson and Mr. Tower, the British charge d'affaires. Fair progress is being made on the Jamaican treaty, but the negotiations will not be finished this week.

LIBERAL MINISTRY IN CHILI.

Santiago de Chili, June 37.-A Liberal Ministry has been formed in succession to the Conservative Cabinet, which resigned June 2.

The new Cabinet is constituted as follows Premier and Minister of the Interior-Senhor SILVA

RUZ.
Minister of Foreign Affairs—FEDERICO BORNE.
Minister of Justice—FRANCISCO HERBOSO.
Minister of Finance—FEDERICO SZARRA.
Minister of War-D, FIGUERSA.
Minister of Industry and Commerce—RIO SECO.

NAVAL CADETS-AT-LARGE APPOINTED. Washington, June 27.—The President to-day appointed Mr. Rowan, son of Admiral Rowan; Mr. McNair, son of Admiral McNair, and Mr. Gate wood, son of the late Chief Engineer Gatewood, cadets-at-large at the Naval Academy. These young men were alternates, and take the places of their principals, who falled at the entrance exam-

# MOVEMENTS OF WARSHIPS.

Washington, June 27 .- The Detroit sailed to-day from Washington for the New-York Navy Yard, where she is to undergo repairs. The Yosemite ar-Defender race on July 3, but in order to accommodate those who wish to go out of town over July 4 the race will take place on July 6.
"The New-York Yacht Club will put on a steam-



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